

Driver Age Distribution

Table 15 shows the increase in the number of drivers in Idaho since 1990. These numbers reflect growth in the population of the state and the aging of the baby boomers. Since 1990, there has been a large increase in the number and proportion of drivers over the age of 35.

Table 15 Age Distribution of Licensed Drivers: 1990, 2000, 2001					
Age	1990	2000	2001	Change 1990-2001	Change 2000-2001
15*	3,478	9,406	4,290	23.3%	-54.4%
(%)	0.5%	1.1%	0.5%		
16-24	123,114	156,485	152,760	24.1%	-2.4%
(%)	17.4%	17.5%	17.0%		
25-34	151,625	154,133	156,160	3.0%	1.3%
(%)	21.4%	17.3%	17.3%		
35-44	153,976	178,401	177,067	15.0%	-0.7%
(%)	21.8%	20.0%	19.7%		
45-54	100,258	167,821	173,804	73.4%	3.6%
(%)	14.2%	18.8%	19.3%		
55-64	76,255	106,190	112,441	47.5%	5.9%
(%)	10.8%	11.9%	12.5%		
65+	98,967	120,516	124,434	25.7%	3.3%
(%)	14.0%	13.5%	13.8%		
TOTALS	707,673	892,952	900,956	27.3%	0.9%

**On September 1, 1989, legislation took effect increasing the driving age from 14 to 16 years old.
On September 1, 1991, legislation lowered the driving age from 16 to 15 years old.*

The graduated driver's license law took effect January 1, 2001. The law changed the requirements for operating a vehicle with a supervised instruction permit. These requirements must be met to obtain a class D driver's license: the permittee may not apply for a driver's license sooner than 15 years of age and no sooner than 4 months after completing a driver's training course; during the 4 month period, the permittee must accumulate 50 hours of supervised driving time with a licensed driver 21 years of age or older and 10 of the hours must be at night; all occupants of the vehicle must be properly restrained; and if the permittee is convicted of any traffic violation or is found in violation of any of the restrictions of the supervised instruction permit, the permit is canceled and the 4 month period starts over from the date a supervised driving permit is reissued. The conditions of the supervised driving permit apply to everyone under 17 years of age that is attempting to obtain a driver's license. Once a class D license is obtained, driving is restricted to daylight hours for persons under 16 years of age.

Driver Age and Collision Involvement

Table 16 gives data for driver age as a factor in collisions for 2001. Drivers under age 19 were two and a half times as likely as all drivers to be involved in fatal or injury traffic collisions. This age group comprised 7.7% of all licensed drivers and accounted for 17.5% of drivers in all collisions and 17.4% of drivers in fatal and injury collisions.

Table 16 Driver Age as a Factor in Collisions: 2001								
Age	Licensed Drivers		Drivers in All Collisions			Drivers in Fatal and Injury Collisions		
	Number	%	Number	%	Involvement*	Number	%	Involvement*
15	4,290	0.5%	256	0.6%	1.2	82	0.5%	1.1
16	12,577	1.4%	1,378	3.1%	2.2	493	3.0%	2.2
17	16,642	1.8%	1,998	4.5%	2.5	749	4.6%	2.5
18	18,002	2.0%	2,107	4.8%	2.4	749	4.6%	2.3
19	18,301	2.0%	1,969	4.5%	2.2	742	4.6%	2.3
20	17,432	1.9%	1,635	3.7%	1.9	603	3.7%	1.9
21	17,884	2.0%	1,460	3.3%	1.7	578	3.6%	1.8
22	18,403	2.0%	1,492	3.4%	1.7	555	3.4%	1.7
23	17,075	1.9%	1,210	2.8%	1.5	456	2.8%	1.5
24	16,444	1.8%	1,090	2.5%	1.4	382	2.4%	1.3
25-34	156,160	17.3%	8,218	18.7%	1.1	3,158	19.5%	1.1
35-44	177,067	19.7%	7,387	16.8%	0.9	2,757	17.0%	0.9
45-54	173,804	19.3%	5,812	13.2%	0.7	2,147	13.2%	0.7
55-64	112,441	12.5%	3,370	7.7%	0.6	1,246	7.7%	0.6
65-74	73,189	8.1%	1,857	4.2%	0.5	666	4.1%	0.5
75+	51,245	5.7%	1,607	3.7%	0.6	580	3.6%	0.6
Not Stated or Other			1,127	2.6%		276	1.7%	
TOTALS	900,956		43,973			16,219		
<i>* Involvement is calculated by dividing the percent of collisions by the percent of licensed drivers. Over-representation occurs when the value is greater than 1.0.</i>								

In 2001, both the number of collisions involving 15 year old drivers and the number of 15 year old licensed drivers decreased by 54% from 2000 numbers. The number of 16 year old drivers in collisions decreased by 13%, while the number of 16 year old licensed drivers decreased by 19% from 2000 numbers. These decreases are due to the graduated driver's license law (Idaho Code 49-307 section 5) that strengthened requirements necessary to obtain a driver's license for new drivers under 17 years of age.

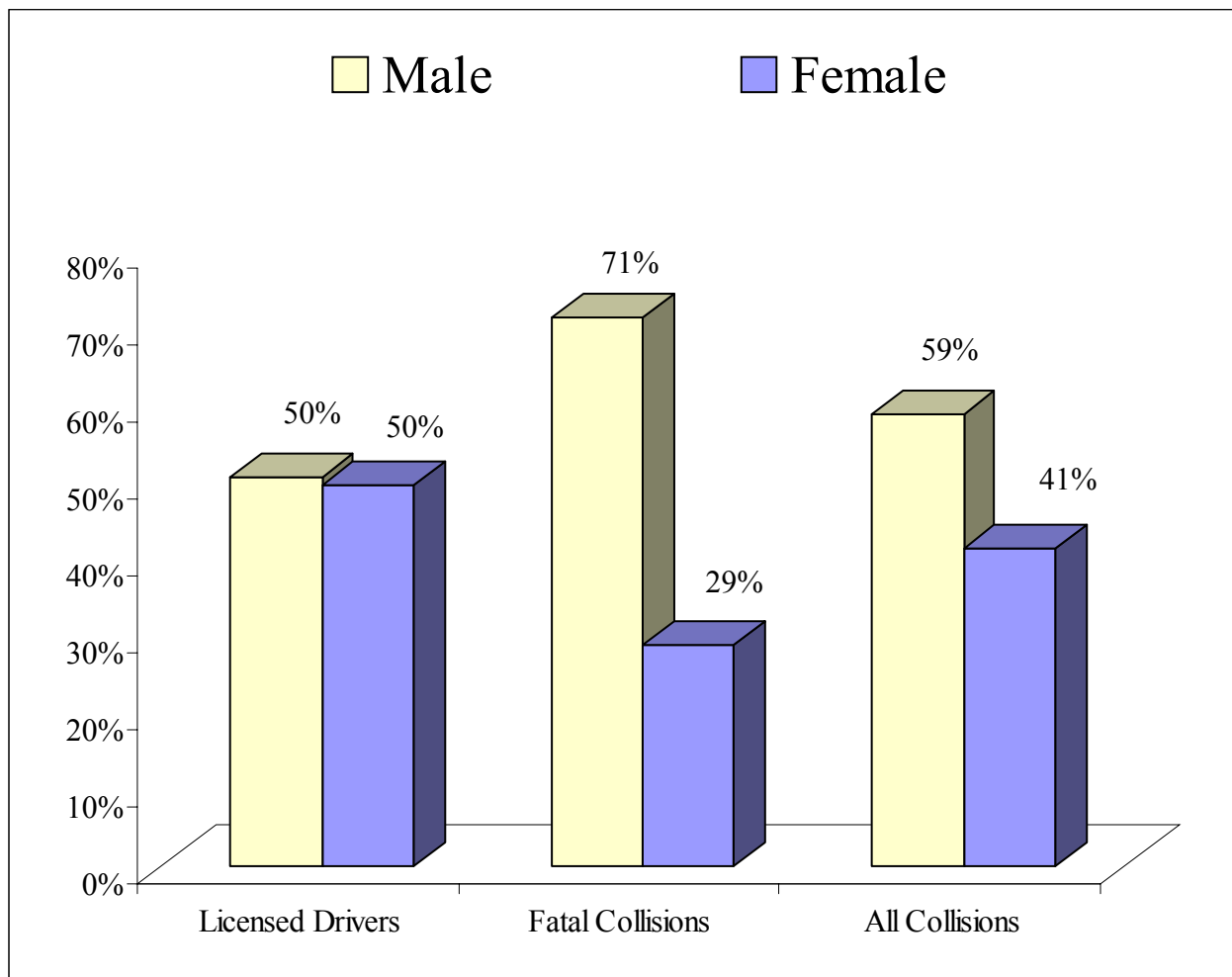
Drivers, ages 20-34, were also over-represented in traffic collisions. This age group comprised 27% of all licensed drivers, yet accounted for 34.4% of all collision-involved drivers and 35.3% of drivers in fatal and injury collisions.

Drivers, ages 35 and older, were under-represented in traffic collisions. This age group comprised 65.2% of all licensed drivers, yet accounted for only 45.6% of all collision-involved drivers and 45.6% of drivers in fatal and injury collisions.

Driver Gender Information

Figure 9 shows the distribution of female and male licensed drivers, involvement in all collisions, and involvement in fatal collisions. Males comprise just over 50% of the licensed drivers, but accounted for 59% of the drivers in all collisions and 71% of the drivers in fatal collisions.

Figure 9
Comparison by Gender for Driver Licensure, and Collision Involvement: 2001



In 2001, males were 1.4 times more likely than females to be involved in any collision and 2.4 times more likely than females to be involved in a fatal collision.

Collision Involvement by Driver Age and Gender

Figures 10 and 11 show driver involvement by age and gender in all collisions and in fatal and injury collisions. Figure 11 corresponds with the involvement numbers in table 16 and shows how the involvement numbers breakdown by gender. For example, 18 year-old male drivers were involved in 2.6 times as many fatal and injury collisions as expected, while female 18 year-old drivers were involved in 2.0 times as many fatal and injury collisions as expected.

Figure 10
Involvement by Driver Age and Gender in All Collisions: 2001

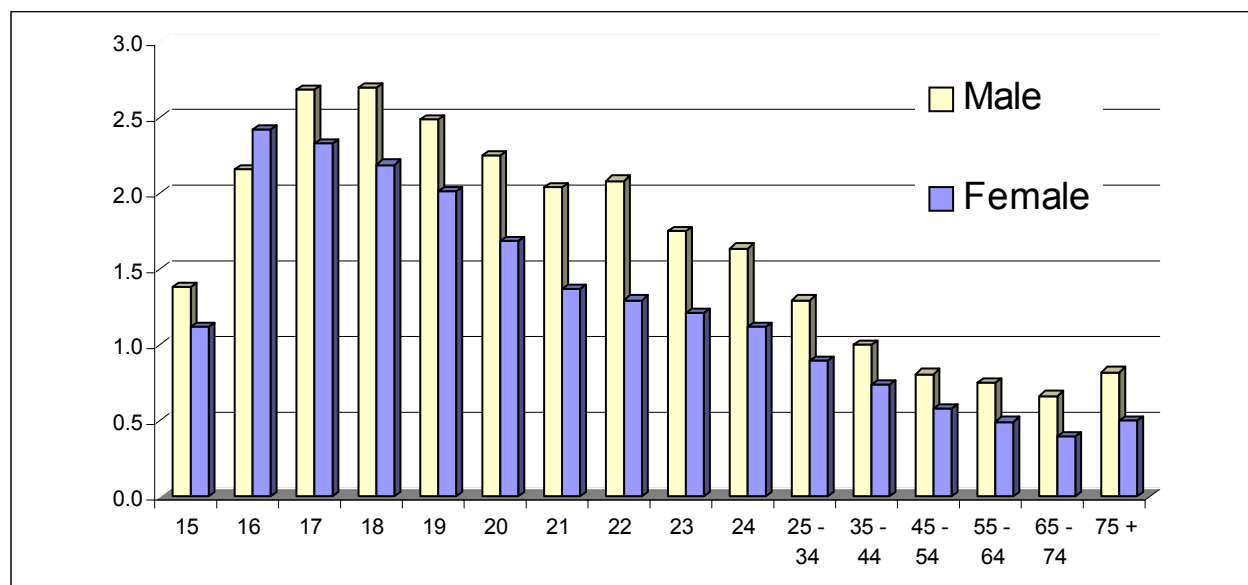
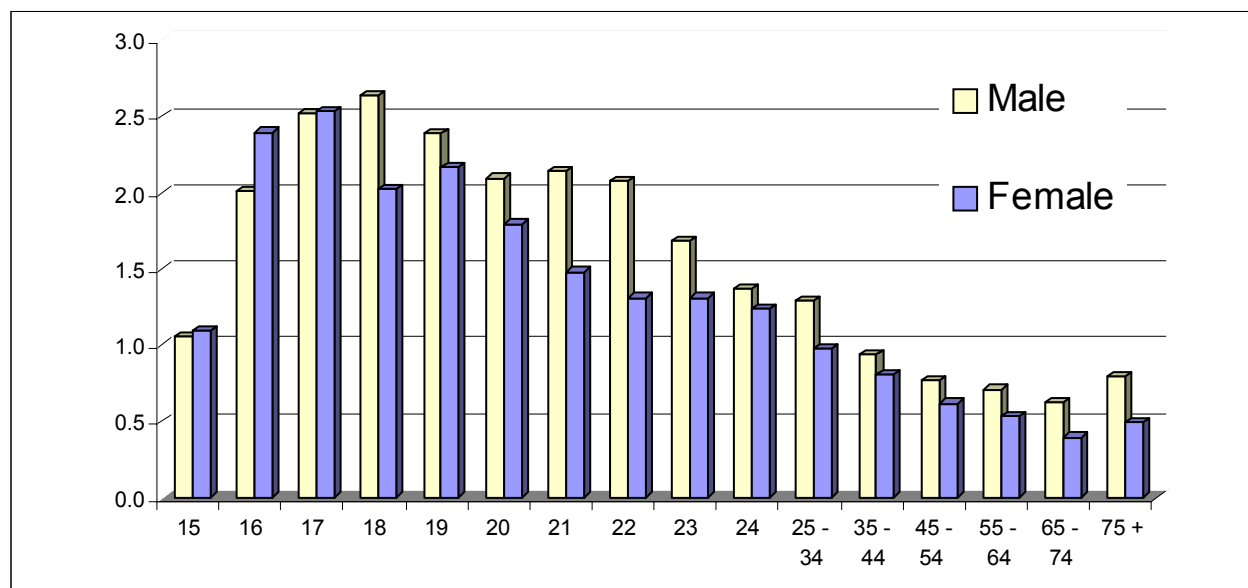


Figure 11
Involvement by Driver Age and Gender in Fatal & Injury Collisions: 2001



Traffic Violations and Driver's License Suspensions

The top ten violations for 2001, the number and percent of the total are presented in Table 17. The basic rule violations refer to Idaho Code that requires drivers to operate vehicles at a reasonable, prudent speed for the conditions and with consideration for actual and potential hazards.

Table 17 Top Ten Traffic Violations for Idaho Drivers: 2001		
Violation Type	Number	% of Total
1. Basic Rule / Speeding Violations	76,501	44.9%
2. Safety Restraint Violations	31,433	18.4%
3. Failure to Stop at Traffic Control Devices	11,515	6.8%
4. Insurance Violations	11,397	6.7%
5. Driving Under the Influence	7,697	4.5%
6. Driving Without Privileges - Suspended License	5,166	3.0%
7. Following Too Close	4,136	2.4%
8. Inattentive/ Reckless Driving	4,187	2.5%
9. Failure to Yield Right of Way	2,848	1.7%
10. Child Safety Seat Violations	2,267	1.3%
All Other	13,306	7.8%
TOTAL	170,453	

Safety restraint violations are considered secondary violations and are not captured as part of the driving record. Data is obtained directly from the judicial system. The remaining violations are primary violations and data is obtained from driving records.

Seat belt citations increased by 31% over 2000 totals. This increase was due to continued statewide special enforcement efforts to encourage seat belt use.

Table 18 is a breakdown by age for selected traffic violations. The five violations shown comprise 61% of all violations for 2001. The basic rule violations refer to Idaho Code requiring drivers to operate vehicles at a reasonable, prudent speed for the conditions and with consideration for actual and potential hazards.

Table 18 Selected Traffic Violation Rates for Idaho Licensed Drivers: 2001 (Per 100 Licensed Drivers)					
Age	Basic Rule/Speed	Fail to Stop at Stop Sign and Signals	DUI Idaho Residents	Inattentive	Following Too Close
15	12.0	3.1	0.3	1.5	1.7
16-19	22.4	3.8	0.9	1.7	1.6
20-24	15.5	2.2	1.7	1.0	0.9
25-34	10.0	1.4	1.3	0.5	0.5
35-44	7.5	1.0	1.1	0.4	0.3
45-54	5.5	0.8	0.6	0.2	0.2
55-64	3.8	0.6	0.3	0.1	0.2
65-74	2.2	0.5	0.1	0.1	0.1
75+	1.4	0.6	0.0	0.1	0.2
Mean	8.2	1.2	0.8	0.4	0.4

Younger drivers, especially those 16 to 19 years old, had violation rates well above the mean in areas consistently shown to be major contributing factors in collisions, i.e., speeding, inattention, following too close, and disregarding stop signs and signals. Teenage drivers however, had a lower rate than the mean for DUI violations. Drivers age 20-24 had the highest rate for DUI violations.

This information is provided by the Drivers Services section of the Division of Motor Vehicles, within the Idaho Transportation Department and comes directly from driver's license records.

Table 19 presents drivers license suspensions in Idaho for 2001. The table also reviews how frequently restricted driving privileges are granted when a driver's license has been suspended.

<p style="text-align: center;">Table 19 Driver's License Suspensions by Violation Type: 2001</p>				
Violation	Suspensions		Restricted Driving Privileges Granted	
	Number	% of All Suspensions	Number	% Receiving Privileges
Failure to Pay Fine	18,636	30.0%	15	0.1%
Failure to Maintain Insurance	15,608	25.2%	7	0.0%
Driving Under the Influence	6,850	11.0%	809	11.8%
Administrative License Suspension (ALS)*	6,252	10.1%	739	11.8%
Driving Without Privileges	5,255	8.5%	167	3.2%
Underage Consumption or Possession of Alcohol or Tobacco	3,574	5.8%	319	8.9%
Refused Evidentiary BAC Test	1,673	2.7%	3	0.2%
Family Responsibility Law	890	1.4%	1	0.1%
Reckless Driving	610	1.0%	45	7.4%
Points	555	0.9%	87	15.7%
Failure to Attend School	367	0.6%	0	0.0%
All Others	1,757	2.8%	176	10.0%
TOTALS	62,027	100.0%	2,368	3.8%
<p><i>*On July 1, 1994, legislation took effect creating the Administrative License Suspension (ALS) Program to suspend licenses of drivers who fail or refuse to submit to evidentiary testing for DUI. The ALS Program was placed in moratorium on March 17, 1995. The law was reinstated January 1, 1998.</i></p>				

The two largest categories of suspensions are failure to pay a traffic fine and failure to maintain insurance. These two suspensions account for 55% of all license suspensions. Driving under the influence accounted for 11% of all license suspensions. Of the 62,027 license suspensions, 4% received some type of restricted driving privilege.

The ITD Economics and Research Section provide this information concerning driver's license suspensions.